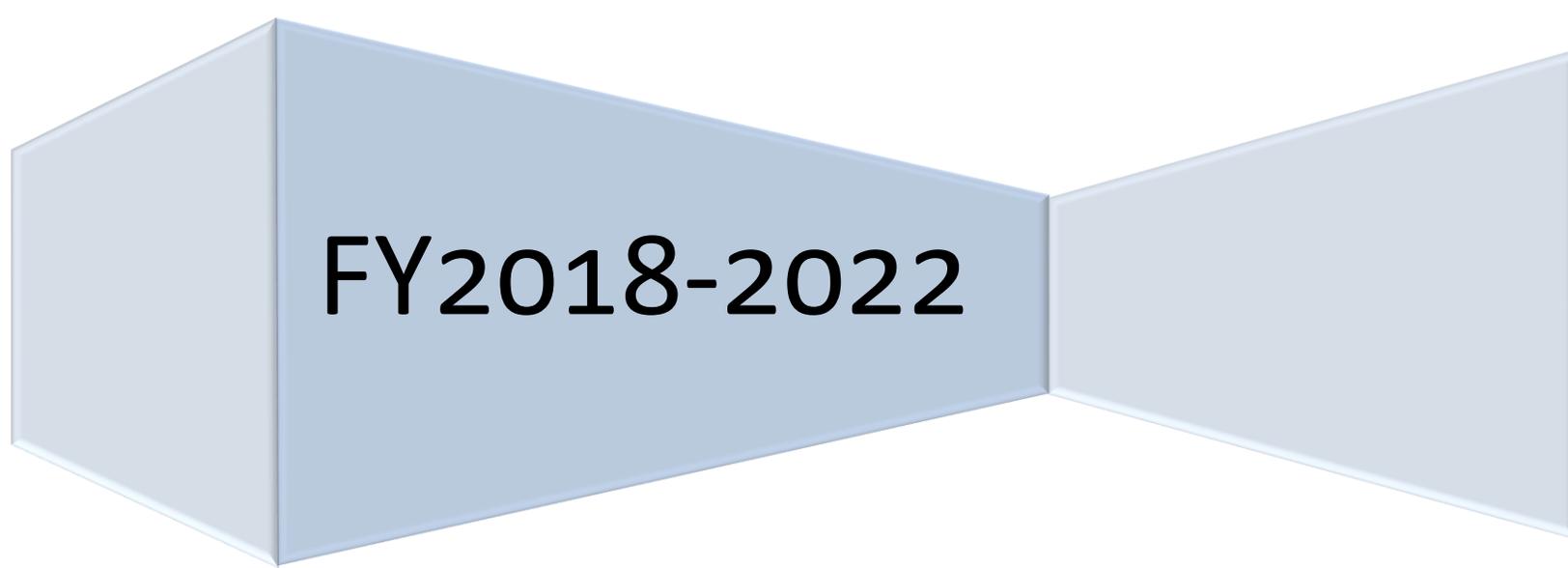


CITY OF BELTON, MISSOURI

CAPITAL IMPROVEMENT PROGRAM

Planned – Prepared – Measured – Transparent



FY2018-2022

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EXECUTIVE SUMMARY

PURPOSE

The City of Belton is in a large growth phase. A number of major retailers have already made Belton their home and new developments and redevelopments continue to look closely at Belton. Large projects, such as the rehabilitation of 155th Street and the wastewater treatment plant improvements, help the infrastructure keep pace with the developments. Even though a number of major projects have recently been completed, there are still long-term issues that need to be addressed, such as improvements in streets, reducing sanitary sewer inflow and infiltration (I&I), ensuring the continuation of the vibrant park system, and other equally important projects throughout the City of Belton. The capital improvements listed in this document are projects meant to be a roadmap to guide the City through the current growth and plan for the future by providing projects that are fiscally responsible, provide for extended duration, promote long-term stability, and continue to enhance the City both now and into the future.

The Capital Improvement Program (CIP) receives input from all City departments. The document includes projects which have been vetted and fully funded and projects that have partial funding. Since the CIP, a five-year planning document, is reviewed annually, this gives the governing body the flexibility to determine future priorities and to move projects back or forward as developments and needs dictate. The CIP works in conjunction with the budget,

comprehensive plans, and master plans to ensure a vibrant, vital, and orderly development for the long-term success of the City of Belton.

NEXT FIVE YEARS

The projects included in this CIP provide a planning schedule with financing options identified. To ensure an effective and fully encompassing plan, all City departments had input on submitting projects important to them. This provided for a team approach which resulted in a well thought out, long-term capital improvement program that provided for the needs of everyone.

The proposed CIP provides the following benefits:

- Encourages staff to work together and look into the future to plan for both short and long term goals
- Provides for a partnership between departments and the City Council to investigate a multitude of options and goals for long-term sustainability for the city
- Provides for annual review of major projects not normally done with other major plans (Master Plans, Comprehensive Plans, etc.)
- Focuses attention on community goals and needs and allows for citizen input
- Informs the public of future plans
- Helps to plan for future funding and debt issues
- Optimizes the use of taxpayer dollars

PROJECTS UNDER CONSTRUCTION

Recent developments such as Menards and Academy Sports along Markey Parkway have helped to spur an influx of other development projects in the area. Use of transportation development districts, tax increment financing, and other programs described in the Appendix continue to provide funding for major developments.

The Wastewater Treatment Plant Improvement project is nearing completion. The 155th Street Improvement project has just begun and the Belton Nexus Trail, an extension and connection to existing trails/walkways, is about to start.



Figure 1. Wastewater Treatment Plant Improvements under construction

While the 155th Street Improvement project was a major accomplishment, there are still many streets, particularly residential streets that are deteriorating faster than the City can manage with current revenue streams. To help pay for needed improvements, the City rolls two budget

years together to allow for major street preservation and gain some economies of scale.



Figure 2. Early Construction on 155th Street

UNDERGROUND UTILITY INFRASTRUCTURE

The “unseen and often forgotten” water, stormwater, and wastewater utility infrastructures continue to age faster than they can be replaced with current funding.

There are approximately 27 miles of cast-iron and asbestos waterlines that are primarily post-WWII era infrastructure. The City began a commitment to an annual amount of \$400,000 to replace aging and inadequate waterlines. This amount is still significantly less than the amount needed to replace waterlines before they exceed their design life expectancy.

While the sanitary sewer system has undergone some excellent changes, including the elimination of high maintenance lift stations and reduction of I&I, sanitary sewer overflows

(SSO's) continue to be a problem that needs to be addressed sooner rather than later.

Possibly the most forgotten infrastructure until intense rains hit is the stormwater system. The City made very effective use of the 2006 voter-approved stormwater bonds to complete projects such as Cleveland Lake, Oil Creek Culvert Replacement, and others. The development of the Markey Regional Detention Program has helped to provide needed stormwater detention and decrease the costs incurred by individual developers who otherwise would have to construct expensive on-site stormwater detention.

A summary of the underground utility infrastructure condition, as is the case with most of the infrastructure throughout the country, is that current funding does not allow for replacement of the aging infrastructure faster than the reduction in life expectancy.

FLEET AND EQUIPMENT

The three departments with the majority of the vehicle and equipment fleet (Public Works, Fire, and Police) are utilizing a replacement program that is fiscally prudent and provides those departments an improved ability to do their job as effectively as possible. This has allowed for the vehicles of several departments to be replaced, some of which were nearly 20 years old.

MAINTENANCE AND OPERATION COSTS

As with most states, counties, and municipalities, the City of Belton is facing the challenge of maintaining aging infrastructure while preparing for major growth and development, all on a limited budget. Staff recommends making planning and improvement of public infrastructure and facilities a main priority. The maintenance and construction of facilities, streets, stormwater, water, sanitary sewer, and other assets must keep pace with the changing population, demands, and regulations for the long-term growth and sustainability of the city.

The City of Belton's operating budget can be summarized as the maintenance operations, salaries, and interest payments that provide ongoing services to citizens. As Capital Improvement Projects are completed, operation and maintenance of these new facilities must be absorbed in the operating budget. Operating costs for new facilities may include reductions or increases in maintenance supplies, equipment, and staff. These operating costs are adjusted annually to account for new capital projects or accommodate growth and inflation in maintaining or improving service levels. The City should be careful that operating revenues are available to cover operating and maintenance services when considering new projects. Recurring expenses must be considered prior to scheduling the various projects in the program.

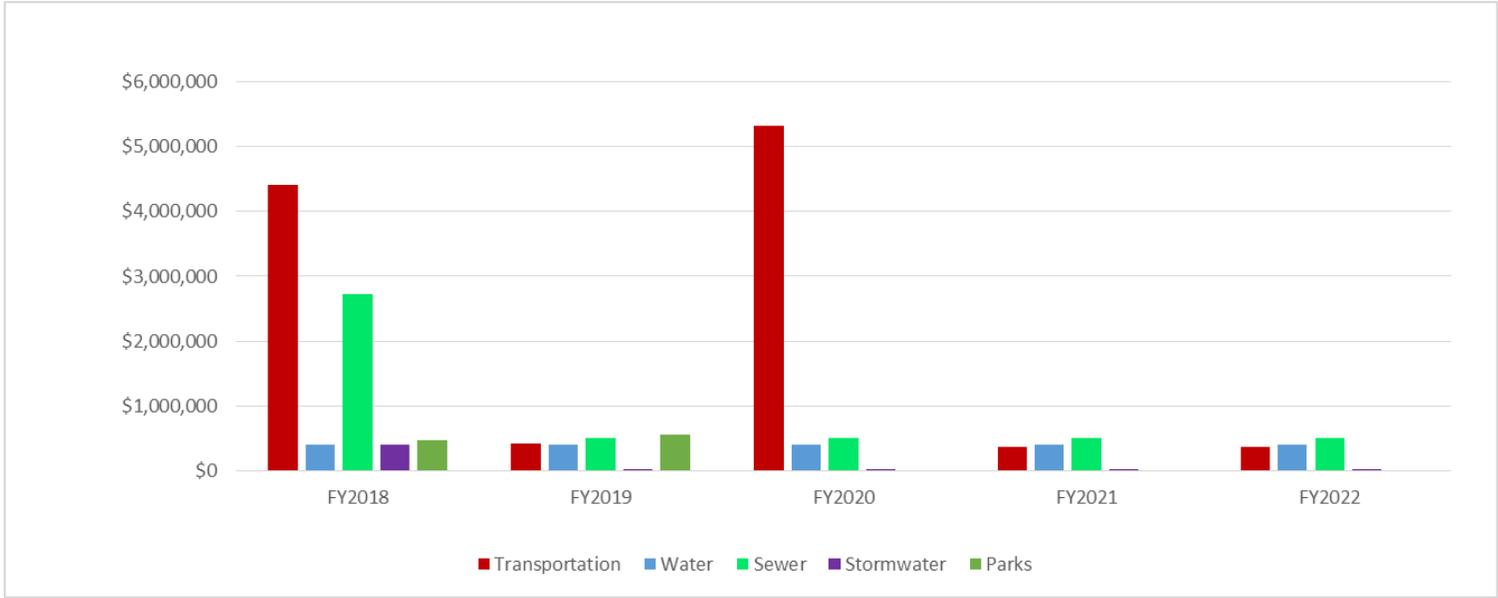


Figure 3. Project funding by division or department

BEST MANAGEMENT PRACTICES

The City of Belton’s master planning and comprehensive planning documents outline several maintenance and improvement needs related to essential services: sanitary sewers, water, stormwater, and road improvements. The City has attempted to balance investments in water and sanitary sewer capital improvement projects funded through the water and wastewater funds while being sensitive to the associated user rates and development impact fees.

Currently, the Transportation Division manages maintenance of the City’s stormwater facilities. As funding street maintenance is a challenge for all cities, it may be in the City’s best interest to work toward establishing a stormwater utility. A stormwater utility is to stormwater what a sewer utility is to sewage. It is a "stand-alone" service unit within the City government that

generates revenues through fees for service. A stormwater utility is responsible for funding the operation, construction, and maintenance of stormwater management devices and infrastructure for stormwater system planning and management.

A stormwater utility generates its revenue through user fees, and the revenues from the stormwater charges would go into a separate fund that may only be used for stormwater services.

CAPITAL IMPROVEMENT PROGRAM FUNDING

Table 1 (page 6) provides the funded projects that make up the FY2018-2022 Capital Improvement Program. The funds needed for the projects in Table 1 are then shown as funding per division or department for each fiscal year in Figure 3.

CONCLUSION

Infrastructure, including sustainable transportation and utilities, vibrant and exciting parks, effective emergency services, and all other municipal services are the backbone of the community and provides essential and vital services necessary for a thriving and growing community. A well-planned, funded, and executed CIP can be a major tool used to meet

the challenges of the need for major improvements with limited budgets. It is imperative for the City to consider all of the proposed projects. The decisions that will be made now will affect the growth, prosperity, and well-being of the City for many years to come.

PROJECT FUNDING

Table 1. All Projects Expenditures by Funding								
PROJECTS WITH FUNDING SECURED								
Project ID	Title	FY2018	FY2019	FY2020	FY2021	FY2022	Beyond	Total
WW-1	I&I REDUCTION PROGRAM	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
WW-2	WASTEWATER COLLECTION SYSTEM MASTER PLAN	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
WW-3	30" INTERCEPTOR LINE	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
WW-5	STREAMBANK STABILIZATION	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000
T-1	STREET RECONSTRUCTION PROGRAM	\$370,000	\$370,000	\$370,000	\$370,000	\$370,000	\$370,000	\$2,220,000
T-2	155TH STREET WIDENING	\$3,570,000	\$0	\$0	\$0	\$0	\$0	\$3,570,000
T-4	HIGHWAY 58 AND Y HIGHWAY INTERSECTION	\$100,000	\$0	\$800,000	\$0	\$0	\$0	\$900,000
T-5	MULLEN ROAD WIDENING - PHASE 1	\$370,000	\$50,000	\$4,148,000	\$0	\$0	\$0	\$4,568,000
P-1	BELTON NEXUS	\$470,712	\$0	\$0	\$0	\$0	\$0	\$470,712
P-2	BEL-RAY CONNECTOR TRAIL	\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000
DW-1	WATERLINE REPLACEMENT PROGRAM	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000
DW-3	STREAMBANK STABILIZATION	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
SW-5	BUENA VISTA STORMWATER IMPROVEMENTS	\$394,032	\$0	\$0	\$0	\$0	\$0	\$394,032
TOTALS		FY2018	FY2019	FY2020	FY2021	FY2022	Beyond	Total
		\$8,105,712	\$1,870,000	\$6,218,000	\$1,270,000	\$1,270,000	\$1,270,000	\$20,003,712

PROJECT DETAIL SHEETS

In the FY2018-2022 CIP, there are 10 Capital Improvement Projects and 3 Capital Improvement Programs. A project can be defined as an individual enterprise that is carefully planned and designed to achieve a particular aim. Projects unlike programs have a definitive end. Project detail sheets in the CIP are categorized as Drinking Water, Wastewater, Transportation, Facilities, Parks, and Stormwater. Within each category, the projects are numbered based on their priority and/or schedule. Rankings for Transportation were determined based on consensus from the City Department Heads, Planning Commission, and City Council. While the three programs are primarily maintenance based, the goal is to improve the City's existing assets.

**FY2018-2022 CAPITAL IMPROVEMENT PROGRAM
CITY OF BELTON, MISSOURI**

PROJECT NUMBER:

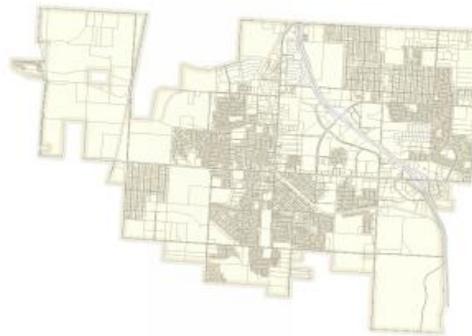
WW-3

PROJECT NAME:

30" INTERCEPTOR LINE

DEPARTMENT:

PUBLIC WORKS



PROJECT DESCRIPTION:

This project includes engineering design, analysis, and lining of the City's 27- and 30-inch diameter sanitary sewer interceptor from the current Public Works Maintenance Facility south to the 36-inch interceptor. In addition, some 18-inch sewer upstream will be lined under this project.

PROJECT JUSTIFICATION:

The City has made a strong commitment to reducing infiltration and inflow (I&I) in the collection system. I&I is ground water and stormwater entering the sanitary sewer system. This causes overloaded sewers and additional costs to unnecessarily treat stormwater. I&I can also cause sewer backup leading to basement flooding. The goal of the City's comprehensive program is to reduce I&I in the system by 40%.

PROJECT FUNDING DESCRIPTION AND STATUS:

This project is funded through the wastewater enterprise fund. Status: **Fully Funded**

FUNDING SOURCES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
WASTEWATER ENTERPRISE FUND	\$1,800,000						\$1,800,000
TOTAL	\$1,800,000						\$1,800,000

EXPENDITURES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
LAND DESIGN CONSTRUCTION UTILITY LEGAL CONTINGENCY	\$50,000 \$1,750,000						\$1,750,000
TOTAL	\$1,800,000						\$1,750,000

FY2018-2022 CAPITAL IMPROVEMENT PROGRAM
CITY OF BELTON, MISSOURI

PROJECT NUMBER:

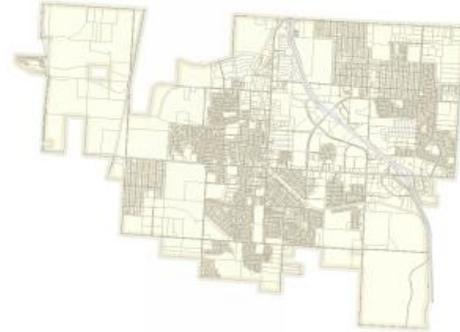
T-2

PROJECT NAME:

155TH STREET WIDENING

DEPARTMENT:

PUBLIC WORKS



PROJECT DESCRIPTION:

Widening of 155th Street from the East Frontage (Outer) Road of I-49 to Harris Avenue. Project will include accommodations for pedestrians and bicyclists. **The construction phase began in January 2017.**

PROJECT JUSTIFICATION:

155th Street runs west to east from the Centerpoint development at the former Richards Gebaur Airport to Ward Road in Lee's Summit. 155th Street is projected to have large increases in traffic in the coming years and is a natural route for traffic to access I-49. Belton has worked with the City of Grandview to secure federal funding through the Mid-America Regional Council.

PROJECT FUNDING DESCRIPTION AND STATUS:

MoDOT Surface Transportation Program funds payed 80% of right-of-way (ROW) and construction costs. The remaining 20%, considered local match, of the ROW and construction dollars are split evenly between Belton and Grandview where each City will pay 10%. Belton's share of the local match and engineering costs will be paid for by street impact fees. Status: **Fully Funded**

FUNDING SOURCES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
STP	\$2,779,880						\$2,779,880
GRANDVIEW	\$357,000						\$357,000
STREET IMPACT FEES	\$433,120						\$433,120
TOTAL	\$3,570,000						\$3,570,000

EXPENDITURES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
LAND							
DESIGN/ENGINEERING	\$84,000						\$84,000
CONSTRUCTION	\$3,486,000						\$3,486,000
UTILITY							
LEGAL							
CONTINGENCY							
TOTAL	\$3,570,000						\$3,570,000

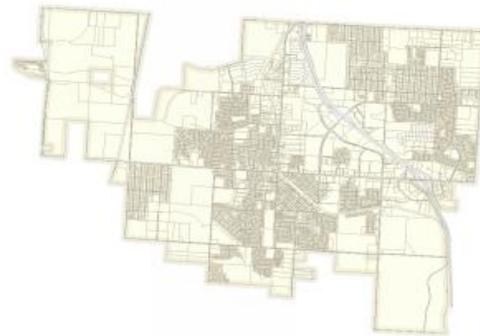
FY2018-2022 CAPITAL IMPROVEMENT PROGRAM
CITY OF BELTON, MISSOURI

PROJECT NUMBER:

T-4

PROJECT NAME:

HIGHWAY 58 AND Y HIGHWAY INTERSECTION



DEPARTMENT:

PUBLIC WORKS

PROJECT DESCRIPTION:

This project would include the realignment of the intersection of State Highway 58 and Y Highway.

PROJECT JUSTIFICATION:

The intersection of State Highway 58 and Y Highway is currently congested due to a limited number of lanes and pedestrian refuge islands within the intersection. Modification of this intersection to provide for additional through lanes would reduce queue lengths at the intersection especially during peak hours. It is a high priority that this intersection operate at the most efficient level possible as it is the main corridor connecting east and west Belton and has a traffic volume of approximately 15,000 ADT.

PROJECT FUNDING DESCRIPTION AND STATUS:

The City received 2019-2020 Surface Transportation Program (STP) funds awarded by the Mid America Regional Committee in an amount of \$441,000. The Belton Cass Regional Transportation Development District (TDD) is also involved with funding the project. Status: **Fully Funded**

FUNDING SOURCES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
STP			\$441,000				\$441,000
BELTON CASS TDD	\$100,000		\$359,000				\$459,000
TOTAL	\$100,000		\$800,000				\$900,000

EXPENDITURES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
LAND							
DESIGN	\$100,000						\$100,000
CONSTRUCTION			\$800,000				\$800,000
UTILITY							
LEGAL							
CONTINGENCY							
TOTAL	\$100,000		\$800,000				\$900,000

FY2018-2022 CAPITAL IMPROVEMENT PROGRAM
CITY OF BELTON, MISSOURI

PROJECT NUMBER:

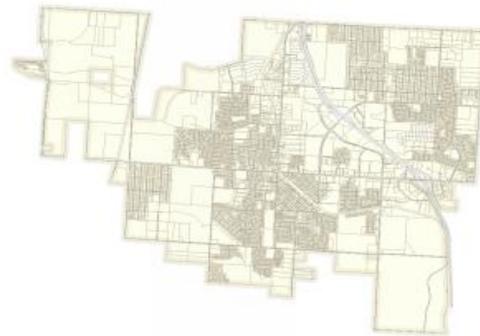
T-5

PROJECT NAME:

MULLEN ROAD WIDENING - PHASE 1

DEPARTMENT:

PUBLIC WORKS



PROJECT DESCRIPTION:

This project includes two phases of widening Mullen Road. The first phase is from Silver Maple Drive to just south of the Cambridge and Mullen intersection. **The project is currently in the property acquisition phase.**

PROJECT JUSTIFICATION:

The City envisions Markey Parkway and Mullen Road eventually connecting the interchanges of 163rd Street and North Cass Parkway along Interstate 49. The TDD will provide funding for this project. The focus of FY2016 expenditures has been towards preliminary design for Phase 1, Phase 2, and the North Cass Connector as well as property acquisition for Phase 1.

PROJECT FUNDING DESCRIPTION AND STATUS:

This project is supported by the Belton Cass Regional Transportation Development District (TDD). Status: **Fully Funded**

FUNDING SOURCES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
BELTON CASS TDD	\$370,000	\$50,000	\$4,148,000				\$4,568,000
TOTAL	\$370,000	\$50,000	\$4,148,000				\$4,568,000

EXPENDITURES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
LAND	\$220,000						\$220,000
DESIGN	\$150,000	\$50,000					\$200,000
CONSTRUCTION			\$3,338,000				\$3,338,000
UTILITY			\$160,000				\$160,000
LEGAL							
CONTINGENCY			\$650,000				\$650,000
TOTAL	\$370,000	\$50,000	\$4,148,000				\$4,568,000

**FY2018-2022 CAPITAL IMPROVEMENT PROGRAM
CITY OF BELTON, MISSOURI**

PROJECT NUMBER:

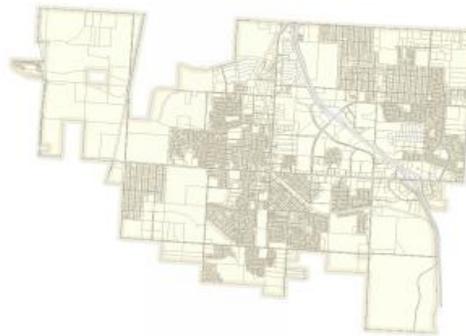
P-2

PROJECT NAME:

BEL-RAY CONNECTOR TRAIL

DEPARTMENT:

PARKS AND PUBLIC WORKS



PROJECT DESCRIPTION:

This project includes the construction of a bicycle and pedestrian facilities from Wallace Park south along Mullen Road, east along Meadow Creek Drive, continuing along the south side of Bel-Ray Estates, and connecting to Kentucky Drive at 170th Street. The project accommodates bicyclists and pedestrians on a shared-use trail and also on shared roadway lanes and sidewalks.

PROJECT JUSTIFICATION:

The Bel-Ray Connector Trail project was conceptualized in the Trail Master Plan and creates a safe alternative transportation connection between activity centers, residential areas, and the City of Raymore. The connections created will provide commuters a safe corridor to walk or bike to work and allows alternative access to the High-Blue Wellness Community Center as well as other destinations.

PROJECT FUNDING DESCRIPTION AND STATUS:

The City was awarded Transportation Alternatives Program (TAP) funding in 2015 in the amount of 80% not to exceed \$500,000. Status: **Partially Funded**

FUNDING SOURCES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
TAP		\$400,000					\$400,000
OTHER		\$150,000					\$150,000
TOTAL		\$550,000					\$550,000

EXPENDITURES:	FY2018	FY2019	FY2020	FY2021	FY2022	BEYOND	TOTAL
LAND		\$50,000					\$50,000
DESIGN		\$50,000					\$50,000
CONSTRUCTION		\$450,000					\$450,000
UTILITY							
LEGAL							
CONTINGENCY							
TOTAL		\$550,000					\$550,000

APPENDIX

CAPITAL IMPROVEMENT PROCESS

Definition – A capital improvement is a necessary or desirable project that supports or improves infrastructure or facilities and enhances the City’s ability to provide safe and desirable services for the benefit of the community and the future of the City of Belton. These projects directly affect the way citizens live, travel, and conduct business within our community. Furthermore, a capital project may be further defined as a project or asset with a minimum total cost of \$50,000 resulting in 1) creation of a new fixed asset or 2) enhancement to an existing fixed asset with a life expectancy of at least 20 years.¹ Examples include construction or expansion of public buildings, new storm and sanitary sewers, waterline upgrades and extensions, acquisition of land for public use, planning and engineering costs, and street construction. The Planning Commission reviews the preliminary program for consistency with the comprehensive plan and, if appropriate, submits the preliminary program to the City Council for consideration. The City Council either accepts the program with or without amendments or rejects it. Thus, the CIP becomes an essential guide to basic community improvements.

Identification – The need for capital improvements may be identified by an appropriate master plan, by changes within a growing community, or by regulatory legislation. Planned and coordinated capital improvement project identification enhances the City’s ability to change the appearance and make the community more desirable to existing and potential residents, businesses, and industries. Projects are prioritized based on many factors including their critical necessity, effect on property values, city growth, and overall health, safety, and welfare of the citizens.

Creation – When a capital improvement has been identified, the City Engineer or Project Manager defines the scope of the project and prepares a preliminary cost estimate for the design and acquisition of property, if applicable, and construction of the project. These cost estimates are typically conceptual in nature with considerable contingencies included. Each phase of the project will be placed on the CIP, and the City will budget funds accordingly.

MODIFYING THE CIP

The proposed five-year CIP for the City of Belton is a fluid document that can be changed as the infrastructure requirements change, development occurs, and funding opportunities become available. Additionally, changing needs and priorities, emergencies, cost changes, mandates, and changes in technology may require the CIP to be updated. As new projects are identified and new

¹ The City of Belton is applying accepted accounting practices in the CIP report.

revenues become available, projects are added to the annual prioritized funding schedule. Future changes anticipated by the Public Works Department include:

- Transportation Master Plan (TMP): It is recommended that the City develop a TMP in the near future as it would provide a summary of all findings and recommendations developed and culminate in a master recommended action plan to address the City's immediate and long-range transportation needs. The action plan will include capital improvement projects, land use planning and policy modifications, maintenance efforts, and public outreach and education programs. The action plan will be organized and presented in a concise manner whereby actions are prioritized, assigned to appropriate staff with recommended timelines/schedules, budgets, and expected benefits. Belton's CIP will need updating once the TMP is complete.
- Continued focus toward the Livable Streets concepts
- Creation of a Stormwater Utility that generates dedicated revenues for the maintenance of stormwater infrastructure like water and wastewater
- Possible regional efforts in water and wastewater services

CAPITAL IMPROVEMENTS PLAN IMPLEMENTATION

When a project on the CIP schedule is funded, the City's Project Manager (typically the City Engineer or the Assistant City Engineer) will assume the oversight responsibilities. Although the City has an adopted Project Management Manual (PMM), this section will highlight the fundamentals of project management. The first phase involves securing professional engineering services or moving forward with in-house design services to define the exact scope, detail, and cost of a project. Phase two is the actual design of the project. With the exception of small, easily defined projects, these phases typically occur over a two-year period. This allows for the design to be completed, easements and right-of-way secured, and funding to be identified and authorized for the actual construction of a project.

Design - The Project Manager will negotiate an engineering services contract for the design of a defined project unless the project is to be designed in-house. Architectural and engineering services contracts are awarded to firms strictly based on the firms' qualifications and expertise to perform the work. The selected consultant then submits a schedule of total hours and a scope of services needed to complete the design of the project. Upon award of a design contract, the selected consultant or in-house design team will complete a set of preliminary design plans. After reviewing the preliminary design, the engineering firm or in-house design team may have a public meeting followed by development right of way and easements documents. The legal descriptions and related documents are necessary for all land, right-of-way, and easement acquisitions necessary before proceeding with the project. The consultant or in-house design team will complete the general conditions documentation and any remaining technical specifications for a complete package ready to advertise for construction services. The project is advertised when all land, right-of-way, and easement acquisitions are complete.

Advertisement and Award - The project is advertised for periods of at least two weeks, depending on the complexity of the project. Each contractor must submit with their bid, a bid bond equal to five (5) percent of the contract value and certification of compliance with state prevailing wage regulations. State law requires that all labor by contractors on public improvements must be paid for at prevailing wage rates. When the contract is awarded, the contractor must provide performance and payment bonds, which guarantees the acceptable completion of the project. The majority of construction projects managed through the Public Works Department are unit price contracts, which define a quantity of product at a specific per unit cost. A minority of projects may result in lump sum contracts for the construction of a structure or new facility.

Schedule - The project scope defines a construction duration period from the time a “Notice to Proceed” is issued to the point of substantial completion and final completion. The Project Manager will confer with the contractor to assign a construction schedule to define the development of the project within the contracted time. Consideration is given to the project scope, seasonal issues, procurement schedules, job complexity, and other items in the development of a project schedule. The assessment of liquidated damages is included in construction contracts for failure to meet project schedules.

Payments - As construction of the project proceeds, the contractor will submit to the Project Manager an application for monthly payment based upon the estimated percent of project completion. The City Engineer and consulting engineering firm evaluates the progress and approves an appropriate payment. A percent retainage fee (typically five percent) is withheld to assure all tasks are completed before final payment is made.

Changes - When something occurs to change the scope of the construction project, the contractor will request a change order. A change order is an amendment to the original contract which details the scope and cost of the change. All change orders are processed and approved in accordance with the City’s adopted purchasing policy.

Substantial Completion - When the contractor has delivered a usable product to the community, a request for payment for substantial completion will be made. At this time, a comprehensive inspection is performed by City staff or the engineering consultant and a punch list of outstanding items is prepared. Upon acceptance of substantial completion, the contractor will be fully paid for all work completed on the project less the 5% retainage held back until final acceptance. The punch list items and all deficiencies must be completed before final acceptance of the project and final payment is approved and made.

Final Acceptance - Final acceptance is achieved when the contractor has completed all punch list and items and has provided the City with a maintenance bond (usually two years from final acceptance) to cover labor material expenses through this warranty period. At the same time, the resident inspector initiates the completion of “as-built” drawings prepared from field records. These records will be delivered to the City. Any unspent moneys authorized for a project will be returned to the CIP fund for reallocation on future projects.

CIP FUNDING SOURCES

A large component of developing the CIP focuses on the balancing of available resources with the identified budget needs. The process involves reviewing all funding sources used for various capital improvements each year. Consideration must be given to legal limitations of debt capacity as well as the impact of debt issuance on tax rates and user charges. Financial analysis utilizes staff projections of future bond sales, interest rates, population growth, assessed valuation increases, user fees, and other variables. A listing of existing funding sources and definitions follow:

General Fund

The General Fund is the primary operating fund for the City. Expenditures from this fund provide basic City services such as police and fire protection, planning, inspection, engineering, animal control, civil defense, municipal court, and overall basic services such as finance and data processing, personnel, and general administration of the City. Revenue sources include items such as property taxes, sales taxes, franchise taxes, cigarette taxes, fines, business licensing and permitting, grants, allocations from other City departments for services provided, and other small sources. The General Fund can be used to provide funds for programs and projects where shortfalls exist.

Transportation Fund

The Transportation Fund (Street Fund) is used for the Annual Paving Program, Ice and Snow Removal, and Street Maintenance. The main sources of revenue for this fund include a one-half percent transportation sales tax, motor vehicle taxes, and fuel taxes.

Stormwater

The City currently does not have a dedicated revenue source to maintain and improve the storm system and these services are currently provided through the Transportation Fund. As funding street maintenance is a challenge for all cities, it may be in the cities best interest to work toward establishing a stormwater utility.

Water and Wastewater Funds

The Water and Wastewater Funds cover all expenses related to providing water and collecting and treating sanitary sewer for residents and businesses in the City of Belton. The main sources of revenue for the Water and Wastewater Funds come from:

- Rates and User Fees
- Water Tap Fees
- Water and Sanitary Sewer Impact Fees

Arterial Street Impact Fees

Impact fees are to be paid for a development that generates new traffic in the City. Fees are based on the amount of traffic the new development will generate. The proceeds of which shall be used for improvements to arterial streets improvements throughout the City.

Capital Improvements Fund

The Capital Improvements Fund is funded solely by a one-half percent capital improvements sales tax. Revenues from this fund are currently committed to debt service on the 71 and Y-Highway interchange project, new Police and Court building, and City Hall Renovations.

General Obligation (GO) Bond Fund

The City is authorized to issue General Obligation Bonds payable from ad valorem taxes to finance capital improvement and equipment upon a two-thirds majority vote and on general election dates, a four-sevenths majority vote of the qualified voters. The Missouri Constitution permits the City to incur general obligation indebtedness for general purposes not to exceed 10 percent of the assessed valuation of taxable tangible property. The City is also permitted to incur general obligation indebtedness not to exceed an additional 10 percent to acquire right of ways; construct and improve streets, sanitary sewers, and storm sewers; and purchase or construct waterworks plants.

ALTERNATIVE FUNDING SOURCES

Tax Increment Financing (TIF)

Tax Increment Financing provides for the capture of up to fifty percent of the incremental increase in Economic Activity Taxes (sales tax, franchise taxes, utility taxes) and up to one hundred percent of the incremental increase in property taxes on real property in a designated redevelopment project area for a period of up to twenty-three years in order to fund improvements.

Transportation Development Districts (TDD)

Transportation Development Districts are geographic areas that may be designated to levy an additional sales or property tax assessment to pay for transportation related infrastructure improvements.

Special Grants from Federal or State Programs

Grants may be received from the federal, state, and county governments. Grants are available for stormwater, roads, sewers, parks, and public safety equipment.

Federal Community Development Block Grant Program (CDBG)

The Community Development Block Grant Program offers grants to Missouri communities to improve local facilities, address health and safety concerns, and develop a greater capacity for growth. Funds are available for Water, Waste Water, Stormwater, and Transportation.

Neighborhood Improvement District/Community Improvement District (NID/CID)

A Neighborhood Improvement District or Community Improvement District may be created in an area desiring certain public-use improvements that are paid for by special tax assessments to property owners in the area in which the improvements are made. Projects that can be financed through a NID/CID must be for facilities used by the public and must confer a benefit on property within the NID/CID.